JUL 16 1869 LIBRARY

The Chicago Tribune.

VOL. XXIII. CHICAGO, THURSDAY, JULY 15, 1869. NUMBER 15.

WASHINGTON.

President's Proclamation Ordering an Election in Mississippi.

Argument on the Yerger Application for Habeas Corpus.

Payment of the \$25,000,000 Bonds in Gold, in May Last.

Virginia Election Returns.

THE FAR WEST.

The Crops in Nebraska—Indians Reluctant to Surrender and Give Up Their Arms—Peace Talk With the Cheyennes.

INDIANA.

TENNESSEE.

EUROPE.

NEW YORK.

KENTUCKY.

TEXAS.

The Floods in the Colorado Valley—An Expedition to Rescue Parties Who Have Sought Safety on the Tree Tops.

KANSAS.

LOUISIANA.

VIRGINIA.

PENNSYLVANIA.

SPRINGFIELD.

OHIO.

MINNESOTA.

PEORIA.

PACIFIC COAST.

MISSISSIPPI.

CANADA.

BALTIMORE.

MASSACHUSETTS.

EDUCATIONAL.

Commencement Exercises at Beloit College.

Dedication of Memorial Hall.

Speeches by President Chapin, Hon. Matt Carpenter, General Butterworth, Davis and Others.

SPORTING.

MARRIED.

DIED.

MASONIC NOTICES.

Attention, Sir Knights.

Masonic.

LAKE NAVIGATION.

FOR BUFFALO.

MOHAWK, CAPT. GIBSON,

NORTHERN TRANSPORTATION CO.

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DISSOLUTION.

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The Tribune.

THE LAKE PARK BILL.

There is no reason to doubt that the Committee on Warehouses and Public Property of the City Council will have a meeting and a report ready on the Lake Park bill to-day. What the city will be content to do, since Mayor Mason vetoed the ordinance, is not easy to say. The act of the Legislature leaves no discretion on this subject. It requires the City Council to pass the bill, and to pass it by a two-thirds vote. The city will be thereby relieved from any further obligation to pay anything. It is true that Commissioner Palmer, in his communication, suggested that the property be sold, and the proceeds applied; but, while the Legislature, at the request of the Governor, has omitted the latter portion of the Governor's suggestion, it has left the former in full force. It is also true that a majority of the Council are opposed to the bill, on the principle of opposition to special legislation. It is also true that a majority of the Council are opposed to the bill, on the principle of opposition to the Lake Park. But, notwithstanding this opposition, it cannot change, in any way, the decision of the majority, which must compel the passage of the bill. What will be the result, in the City Council, is not easy to say. The opposition between the Democratic members over the political question of the Lake Park, and the opposition between the Republicans over the question of the location of the Court House, will be likely to produce a combination of the minority of both parties, which will result in the passage of the bill. The Democratic members of the Council, who are opposed to the Lake Park, are also opposed to the location of the Court House on the Block 37 site, and will be likely to vote for the bill, in order to defeat the Republicans. The Republicans who are opposed to the Lake Park are also opposed to the Block 37 site, and will be likely to vote for the bill, in order to defeat the Democrats. The result of this combination will be the passage of the bill, and the relief of the city from all responsibility in the matter. The Council will then be free to vote for the Block 37 site, or any other site, or for no site at all, as it may see fit. The Lake Park will be built by the Commissioners, and the Court House will be built by the City Council, or not built, as the case may be.

CORRECT CITY TIME.

Attention was called at a meeting of the City Council of the city, at its last session, to the fact that the clocks which had been erected at the corners of the city did not keep correct time. The problem of the proper time for the city to adopt was then discussed, and finally referred to the Committee on City Hall and Offices.

The question of a determination of the time is a very important one. Not only to the public, but to the railroads, and to the business community generally, it is of the first importance that the time should be uniform. It is now the custom for the railroads to run their trains by the time of the city in which they start. Thus, the trains on the Chicago & Northwestern Railway start from Chicago by Chicago time, and arrive at Fond du Lac by Fond du Lac time, which is about twenty minutes slower than Chicago time. The trains on the Chicago & Rock Island Railroad start from Chicago by Chicago time, and arrive at Joliet by Joliet time, which is about twenty minutes slower than Chicago time. The trains on the Chicago & Alton Railroad start from Chicago by Chicago time, and arrive at Bloomington by Bloomington time, which is about twenty minutes slower than Chicago time. The trains on the Illinois Central Railroad start from Chicago by Chicago time, and arrive at Dunleith by Dunleith time, which is about twenty minutes slower than Chicago time. The trains on the Michigan Southern Railroad start from Chicago by Chicago time, and arrive at Michigan City by Michigan City time, which is about twenty minutes slower than Chicago time. The trains on the Michigan Central Railroad start from Chicago by Chicago time, and arrive at Kalamazoo by Kalamazoo time, which is about twenty minutes slower than Chicago time. The trains on the Pittsburgh, Fort Wayne & Chicago Railway start from Chicago by Chicago time, and arrive at Fort Wayne by Fort Wayne time, which is about twenty minutes slower than Chicago time. The trains on the Chicago & Great Eastern Railway start from Chicago by Chicago time, and arrive at Danville by Danville time, which is about twenty minutes slower than Chicago time. The trains on the Chicago & Great Western Railway start from Chicago by Chicago time, and arrive at Dubuque by Dubuque time, which is about twenty minutes slower than Chicago time. The trains on the Chicago & Milwaukee Railway start from Chicago by Chicago time, and arrive at Milwaukee by Milwaukee time, which is about twenty minutes slower than Chicago time. The trains on the Chicago & Milwaukee Railway start from Chicago by Chicago time, and arrive at Milwaukee by Milwaukee time, which is about twenty minutes slower than Chicago time. The trains on the Chicago & Milwaukee Railway start from Chicago by Chicago time, and arrive at Milwaukee by Milwaukee time, which is about twenty minutes slower than Chicago time.

THE NEW ATLANTIC CABLE.

The success of the new Atlantic cable is advanced to that point that the public opinion of the government is becoming a matter of interest. Congress has the power to fix the rates upon the bill of the operators of the cable upon the bill of the country, and the Attorney General has declared that such control is necessary. The President has, however, declined to interfere with the business of the cable, and has left the matter to Congress to regulate it himself.

The people of the United States have no objection to the cable company making a profit on the business, they would rather like it; but there is a decided objection to the cable company making a profit at the expense of the people. The cable company is a monopoly, and will continue to be so until there is a possibility of competition.

A decision in reference to the rights of the cable on the United Lands, as stated, has been made by the Hon. E. D. Cox, Secretary of the Interior, who has been referred to the proper officers in Europe. Yesterday, and these negotiations will be completed in a few days. The question of the landing of the cable on the United States soil, and the right of the company to land it, will be settled by the decision which has been made by the Secretary of the Interior. The question of the right of the cable to land

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PILES.
GENERAL NOTICES.
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MONETARY AND COMMERCIAL.
DEATH OF A HERO.
TYPHOID FEVER.

SPORTING.

Reynolds Fails to Win His First Trial of the Champion Belt.

COURTS OF LAW AND EQUITY.

BASE BALL.

THE TURF.

THE POLICE RECORD.

ATTEMPTED SUICIDE.

A German Hoosier Himself Because He is Left in the Lurch by His Housekeeper.

She Recovers Promptly.

COURTS OF LAW AND EQUITY.

CRIMINAL COURT.

SUPERIOR COURT.

THE POLICE RECORD.

THE BOARD OF PUBLIC WORKS.

Bids for Erection of School Houses.

The Board of Public Works yesterday opened the following bids:

For the erection of a brick school house on Fifteenth street, between Wabash and Michigan avenues, to be known as the Moore School: Daniel Moore, $39,000; Charles Matthews, $39,000; Thomas Dunlap, $38,900; Thomas Dunlap, $38,900; Thomas Dunlap, $38,900